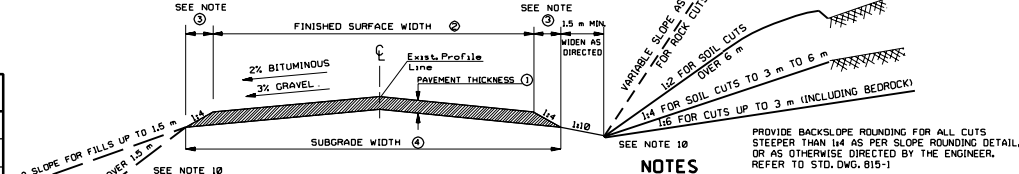


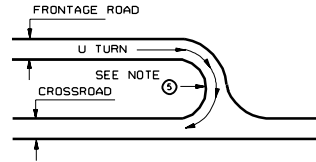
CURRENT ADT (TO BE USED WHEN NORMAL TRAFFIC COUNTS ARE UNAVAILABLE)			
	ADT EACH HECTARE	MINIMUM ADT EACH PARCEL	MAXIMUM ADT EACH PARCEL
RESIDENCE		10	10
IRRIGATION FARM LAND			
ROW CROPS	0.020	1.0	8.0
IMPROVED PASTURE	0.004	1.0	2.0
GRANS AND HAY	0.008	2.0	6.0
TRUCK FARM	0.081	4.0	10.0
DRY FARM LAND	0.001	2.0	3.0
GRAZING LAND			
SEMI-IRRIGATION GRAZING	0.002	0.5	2.0
SEMI-IRRIGATION GRAZING	0.002	1.0	1.0

LAND USE	CURRENT ADT	TYPICAL SECTION
RELOCATED CITY STREETS		
DEVELOPED AREAS	UNDER 50	F
UNDEVELOPED AREAS	UNDER 50	E
RELOCATED COUNTY ROADS		
	10 - 50	E
	UNDER 10	D
PROPERTY ACCESS ROADS		
RESIDENTIAL COMMERCIAL OR INDUSTRIAL AREA		
DEVELOPED AREAS	UNDER 50	F
UNDEVELOPED AREAS	10 - 50	E
UNDEVELOPED AREAS	UNDER 10	D
FARM , PASTURE AND RANGE LAND		
	20 - 50	E
	10 - 20	D
	5 - 20	C
	2 - 5	B
	UNDER 2	A



TYPICAL SECTION

THE MINIMUM R/W CLEARANCE OUTSIDE TOE OF SLOPE SHALL BE 6 m OUT SIDE THE TOP OF CUT SLOPES SHALL BE 9 m FOR THOUGH HIGHWAYS AND RAMPS AND 3.0 m FOR FRONTAGE ROADS.



INTERSECTION OF  
FRONTAGE ROAD AND CROSSROAD

TYPICAL SECTION STANDARDS				
TYPICAL SECTION	FINISHED SURFACE WIDTH (m)	MINIMUM SUBGRADE WIDTH (m)	APPROXIAE SURFACE THICKNESS(mm)	SURFACE TYPE
A	4.3	5.5	150	GRANULAR MATERIAL
B	4.3	5.5	150	UNTREATED BASE
C	5.5	6.7	150	UNTREATED BASE
D	6.7	7.9	150	UNTREATED BASE
E	7.9	9.1	150	UNTREATED BASE DEEP PENETRATING ASPHALT
F	7.9		75 225	ASPHALT SURFACING UNTREATED BASE

	DESIGN SPEED (km/h)			
	15	30	50	60
MAXIMUM GRADE - FLAT TERRAIN	8%	8%	7%	7%
MAXIMUM GRADE - ROLLING TERRAIN	12%	11%	10%	9%
MAXIMUM GRADE - MOUNTAINOUS TERRAIN	18%	16%	14%	12%
STOPING SIGHT DISTANCE (m)	15	30	70	90
MINIMUM PASSING SIGHT DISTANCE (m)	250	250	340	460
MINIMUM RADIUS FOR 6% SUPER (m)	12	55	90	135

NOTES

- PAVEMENT THICKNESS ACCORDING TO USE AND MATERIALS REQUIREMENTS.
- FINISHED SURFACE WIDTH MINIMUM ACCORDING TO A,B,C,D E AND F TYPICAL SECTIONS
- A FIXED WIDTH TO THE NEAREST 0.2 m TO PROVIDE 1:4 SLOPE OR FLATTER IN A NORMAL SECTION WITH A 2% OR 3% SLOPE REMAINING CONSTANT EVEN THOUGH CONDITIONS OF SUPER ELEVATIONS.
- SUBGRADE WIDTH AS REQUIRED TO ACCOMMODATE 1:4 SLOPE FOR NOTE NO. 3 AND SURFACING WIDTH NOTE NO. 2 MINIMUM WIDTH IN ANY CASE ACCORDING TO A,B,C,D,E AND F TYPICAL SECTIONS.
- FRONTAGE ROAD CONNECTION SHALL BE DESIGNED WITH A MINIMUM TURNING RADIUS OF 18 m AT INTERSECTIONS EXCEPT THAT A TURNING RADIUS OF 15 m MAY BE USED WHERE FRONTAGE ROAD VOLUMES ARE UNDER 50 ADT, AND NO REGULAR LARGE VEHICLE MOVEMENTS ARE EXPECTED.
- THE MINIMUM R/W CLEARANCE SHALL BE 6 m OUTSIDE THE TOE OF FILL SLOPE 3 m OUTSIDE THE TOP OF CUT SLOPE FOR THROUGH HIGHWAYS AND RAMPS & 3 m FOR FRONTAGE ROADS.
- DESIGN STANDARDS AS SPECIFIED IN STANDARDS DRAWING 815-3 SHALL APPLY FOR ALL FRONTAGE ROADS OVER 50 ADT.
- TYPICAL SECTIONS A THROUGH F BASED ON C.B.R. VALUE OF 10% OR GREATER.
- THE ENGINEER SHALL DETERMINE THE SUITABILITY OF GRANULAR MATERIAL AVAILABLE ON PROJECT.
- IN RUGGED TERRAIN STEEPER CUT AND FILL SLOPES WILL BE REQUIRED WHEN EXCESSIVE QUANTITIES WOULD RESULT WITH SPECIFIED SLOPES. SLOPES USED SHOULD BE STABLE AS DETERMINED BY GEOLOGICAL AND SOIL INVESTIGATION. SLOPES ARE ALSO SUBJECT TO VARIATION AS MAY BE RECOMMENDED WHERE EXISTING RIGHT OF WAY IS RESTRICTIVE AND COSTS FOR PROVIDING ADDITIONAL RIGHT OF WAY WOULD BE EXCESSIVE. WHERE A DESIGN EXCEPTION TO THE DITCH WIDTHS SHOWN IS TO BE CONSIDERED FOR ROCK CUTS OVER 3 m, ROCKFALL CATCHMENT ANALYSIS WILL BE REQUIRED (SUCH AS RICHIE-1963), WITH DITCH WIDTHS CONFORMING ACCORDINGLY.
- TRANSITIONS FROM FLAT TO STEEPER CUT AND FILL SLOPES SHALL BE MADE IN SUFFICIENT DISTANCE SO AS TO PROVIDE A NATURAL PLEASING APPEARANCE.
- TYPICAL DETAILS FOR SECTION ON CURVE, SECTION ON TANGENT, CUT DITCH FLARING AND BENCHED SLOPE SHALL BE IN ACCORDANCE WITH STANDARD DRAWING 815-1.

REVISIONS		UTAH DEPARTMENT OF TRANSPORTATION		STANDARD DRAWING NO.	
1	REVISED SURFACE WIDTH AND ADDED NOTES 10, 11 AND 12.	2	REVISED CUT DETAIL AND ADDED NOTES 10, 11 AND 12.	3	REVISED SURFACING NOTES.
4	TABLE "CURRENT ADT" CHANGE LAST COLUMN TO READ "MAXIMUM ADT" AND ADDED SURFACE DITCH TO TOP OF CUT.	5	REVISED SURFACING NOTES.	6	REVISED SURFACING NOTES.
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